

Appendix C

Second Advance Notification Package and Responses



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

PLANNING AND ENVIRONMENTAL MANAGEMENT – DISTRICT 4
3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309-3421
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Toll Free Number: 1-866-336-8435

STEPHANIE C. KOPELOUSOS
SECRETARY

June 26, 2008

Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd., M.S. 47
Tallahassee, FL 32399-3000

Dear Ms. Milligan:

Subject: ADVANCE NOTIFICATION
Project Name: Crosstown Parkway Extension (Third East-West River Crossing)
ETDM Number: #8247
Federal Aid Project Number: 7777-087-A
Financial Project Number: 410844-1-A8-01 (District 4)

This Advance Notification (AN) is being distributed for the Crosstown Parkway Extension Project Development & Environment (PD&E) Study conducted by FHWA, in cooperation with the Florida Department of Transportation. The proposed improvement would link the Crosstown Parkway on the west to U.S. 1 (SR 5) on the east.

The original AN for this Project (formerly known as the Third East-West River Crossing) was distributed in July 2003. Prior to publication of the Notice of Intent (NOI), there was a change in the logical termini for the project. During the time that the logical termini issue was being resolved, a deadline from the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation stipulated that any Environmental Impact Statement (EIS) which had not yet published its NOI must be processed through the Environmental Streamlining process as implemented within the state where the project is located.

Florida's Environmental Streamlining process, known as Efficient Transportation Decision Making (ETDM), requires that projects be screened through an Environmental Screening Tool (EST) prior to initiating the project. Four proposed corridor alternatives (1 – 4) were screened through ETDM based on preliminary findings from the draft corridor alternatives report. As a result of the screening, several Red Flags were issued indicating Dispute Resolution was necessary for the project to go forward. Informal Dispute Resolution was used to identify agency concerns, and how such concerns could be addressed.

To assist in addressing project issues, the Federal Highway Administration (FHWA) requested that the FDOT conduct a Determination of Applicability (DOA) for potential Section 4(f) properties. The results of the DOA found that all four proposed corridor alternatives had Section 4(f) impacts. As such, FHWA requested two additional corridor alternatives (5 and 6) also be carried forward into the EIS. The culmination of that effort led to the eventual approval by FHWA of the Purpose and Need, Logical Termini, and Class of Action as an EIS, with an understanding that Dispute Resolution issues will be

Lauren P. Milligan
June 26, 2008
Page 2

addressed in detail as part of the EIS. Corridor alternatives #5 and #6 have now been added to the EST, and are open for comment. The draft corridor alternatives report, detailing all six alternatives, has been attached to the EST for your reference under the Project Effects tab.

We are sending this AN Package to your office for distribution to State agencies that conduct Federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372.

We are also distributing the AN Package to local and Federal Agencies. Although we will request specific comments during the permitting process, we are asking that permitting and permit reviewing agencies (consistency reviewers) review the attached information and provide us with their comments.

All project information may be accessed via the Florida Department of Transportation's ETDM website link (<http://etdmpub.fl.a-estat.org/est/>). To access project-specific information, click on "New Search", and then click on "Project Number". Click into the empty field and type in "8247", and then click on the word "go". To access the Project Summary Report click on the "Project Effects" tab, then click on "Summary Report". A window will open up with the ability to check the items you wish to include in the Summary Report. Once all desired items have been checked, click on "Generate Report". You can then review the information on-line, or print the report (upper right corner).

In addition, please review this project's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government to comply with Chapter 163 of the Florida Statutes.

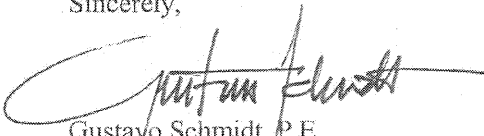
Consistency reviewers have 45 days from the Advance Notification to provide their comments. Once you have received their comments, you will supply a summary and consistency determination for your agency within 60 days of the Advance Notification.

If you need more review time, send a written request for an extension to our office within the initial 45 day comment period.

Your comments should be addressed to:

Gustavo Schmidt, P.E.
District Planning and Environmental Engineer
Florida Department of Transportation District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
or via e-mail: Gus.Schmidt@dot.state.fl.us

Sincerely,



Gustavo Schmidt, P.E.
District Planning and Environmental Engineer

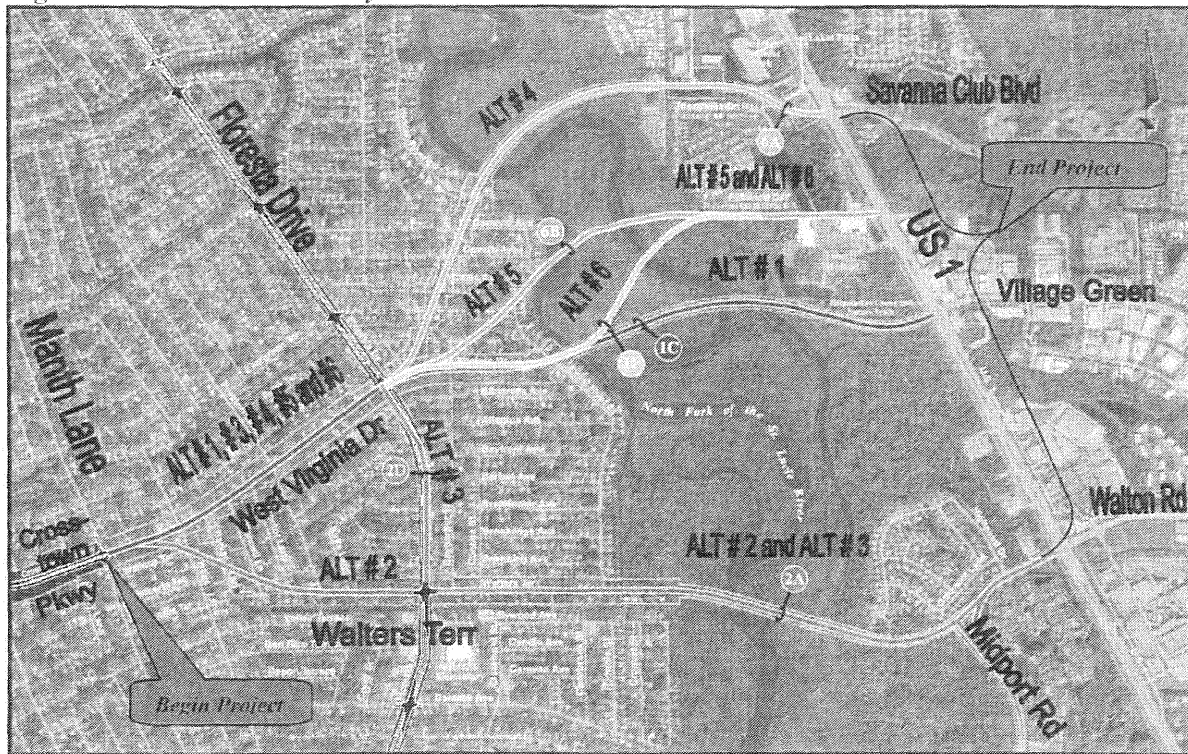
GS:jk

Attachment

Project specific information, including initial ETDM agency comments may be accessed via the Florida Department of Transportation's ETDM website link at <http://etdmpub.fl-a-ctat.org/est/>, Project # 8247.

The six Alternatives being considered at this time are depicted in Figure 1 below, followed by written descriptions.

Figure 1: Crosstown Parkway Extension Alternatives



ALT # Refers to the Alternative Number assigned during the original Environmental Screening, and as referenced in the corresponding Programming Summary Report. Note: ALT 5 and ALT 6 were not screened originally, and are open for comment in the EST. They will be thoroughly evaluated during the EIS process. The bubble-references refer to designations assigned as part of the draft corridor alternatives report (e.g. 6A, 6B, etc...).

The overall project limits for the EIS are from Manth Lane to U.S. 1 in St. Lucie County. Each of the alternative corridors is described from west-to-east as follows:

Previously Screened Alternatives

ALT # 1 (1C): This corridor begins at the intersection of Manth Lane and Crosstown Parkway and travels northeast along West Virginia Drive to its intersection with Floresta Drive. From there it continues eastward along West Virginia Drive to the western edge of the aquatic preserve. It then continues eastward across the preserve and Savannas Preserve State Park to the western edge of the North Fork of the St. Lucie River (NFSLR). After crossing the NFSLR it bends slightly southward, in the vicinity of the Halpatoikey Canoe and Nature Trail, to its eventual terminus with U.S. 1, and its intersection with Village Green Drive (creating the fourth leg of this intersection).

ALT # 2 (2A): This corridor begins at the intersection of Manth Lane and the Crosstown Parkway and travels southeast cutting through the residential area to Walters Terrace (creating a new three-legged intersection). It travels eastward along Walters Terrace to its intersection with Floresta Drive. From there it continues eastward to the western edge of the aquatic preserve. It then continues eastward, bending slightly southeast across the preserve and Savannas Preserve State Park to the western edge of the NFSLR. After crossing the NFSLR it continues in a southeasterly direction to the intersection of Walton Road and Midport Road (creating a new three-legged intersection). It continues eastward along Walton Road to its intersection at U.S. 1.

ALT # 3 (2D): This corridor begins at the intersection of Manth Lane and Crosstown Parkway and travels northeast along West Virginia Drive to its intersection with Floresta Drive. From there it turns south (90 degrees) along Floresta Drive to its intersection with Walters Terrace. At that point it turns east (90 degrees) along Walters Terrace, and continues eastward to the western edge of the aquatic preserve. It then continues eastward, bending slightly southeast across the preserve and Savannas Preserve State Park to the western edge of the NFSLR. After crossing the NFSLR it continues in a southeasterly direction to the intersection of Walton Road and Midport Road (creating a new three-legged intersection). It continues eastward along Walton Road to its intersection at U.S. 1.

ALT # 4 (6A): This corridor begins at the intersection of Manth Lane and Crosstown Parkway and travels northeast along West Virginia Drive to its intersection with Floresta Drive. From there it bends northeast cutting through the residential area to the western edge of the NFSLR. It continues northeasterly across the river and aquatic preserve, and then bends eastward to its eventual terminus at U.S. 1, and its intersection with Savanna Club Boulevard (creating the fourth leg of this intersection).

Additional Alternatives Opened For Screening

ALT # 5 (6B): This corridor begins at the intersection of Manth Lane and Crosstown Parkway and travels northeast along West Virginia Drive to its intersection with Floresta Drive. From there it continues in a northeasterly direction cutting through the residential area to the western edge of the aquatic preserve. It continues across the preserve and Savannas Preserve State Park to the western edge of the NFSLR, and then bends east traversing between the southern boundary of La Buona Vita Village and the northern boundary of Liberty Medical, to its eventual terminus with U.S. 1 (creating a new three legged intersection).

ALT # 6 (1F): This corridor begins at the intersection of Manth Lane and Crosstown Parkway and travels northeast along West Virginia Drive to its intersection with Floresta Drive. From there it continues eastward along West Virginia Drive to the western edge of the aquatic preserve. At that point it bends northeasterly across the preserve and Savannas Preserve State Park, crosses the NFSLR, and connects up with ALT # 5 east of the NFSLR traversing between the southern boundary of La Buona Vita Village and the northern boundary of Liberty Medical, to its eventual terminus with U.S. 1 (creating a new three legged intersection).

Mailing List

Federal Highway Administration, Division Administrator
Federal Aviation Administration-Airports District Office
Federal Railroad Administration-Office of Economic Analysis (RRP-32)
Federal Emergency Management Agency, Regional Director, Region IV
U.S. Department of Interior – Bureau of Land Management, Eastern States Office-Director
U.S. Department of Interior – Bureau of Land Management-Jackson Field Office
U.S. Department of Interior – U.S. Geological Survey-Chief
U.S. Department of Interior-Bureau of Indian Affairs-National Park Service-Southeast Regional Office
U.S. Department of Interior-Bureau of Indian Affairs-Office of Trust Responsibilities
U.S. Department of Interior- National Park Service-Southeast Regional Office
U.S. Environmental Protection Agency – Region IV, Regional Administrator
U.S. Environmental Protection Agency – Water Management Division, Region IV
U.S. Department of Interior – Fish and Wildlife Service, Field Supervisor, South Florida Field Office
U.S. Army Corps of Engineers – Regulatory Branch, District Engineer
U.S. Army Corps of Engineers – South Permit Branch Office
U.S. Department of Commerce – National Marine Fisheries Service –Southeast Regional Office
U.S. Department of Commerce – National Marine Fisheries Service-SEFSC, Panama City Field Office
U.S. Department of Commerce – National Oceanic and Atmospheric Administration-Administrator
U.S. Department of Health and Human Services – Director
U.S. Department of Housing and Urban Development – Regional Environmental Officer
U.S. Department of Agriculture-Natural Resources Conservation Services
U.S. Coast Guard – Commander – Seventh District
U.S. Senator – Bill Nelson
U.S. Senator – Mel Martinez
U.S. Representative-District 16 – Tim Mahoney
U.S. Representative-District 22 – Ron Klein
U.S. Representative-District 23 – Alcee Hastings
Poarch Band of Creek Indians of Alabama – -Chairman
Muscogee (Creek) Nation of Oklahoma – Principal Chief
Seminole Tribe of Florida – Chairman
Miccosukee Tribe of Indians of Florida – Chairman
Seminole Nation of Oklahoma – Principal Chief
Florida Fish and Wildlife Conservation Commission – South Region-Regional Director
Florida Fish and Wildlife Conservation Commission – Office of Environmental Services
Florida Department of Environmental Protection – Office of Federal Coastal Programs
Florida Department of Environmental Protection – Division of State Lands-Director
Florida Department of Environmental Protection – Southeast District Office-District Director
Florida Department of Environmental Protection – Land and Recreation Department
Florida Department of State, State Historical Preservation – Bureau Chief
Florida Marine Fisheries Commission – Director
Florida Transportation Commission – Chairman
Florida State Representative – State Congressional District 78 – Richard Machek
Florida State Representative – State Congressional District 80 – Stan Mayfield
Florida State Representative – State Congressional District 81 – Gayle Harrell

Mailing List (Continued)

Florida State Representative – State Congressional District 82 – William Snyder
Florida State Senate – District 28 – Ken Pruitt
Treasure Coast Regional Planning Council
Sierra Club – South Florida Regional Office
St. Lucie Audubon Society
Audubon Society of Florida
South Florida Water Management District – Executive Director
City of Port St. Lucie – Public Works Department
School Board of St. Lucie County – Superintendent
School Board of St. Lucie County – Vice-Chairman
School Board of St. Lucie County – School Board Member
City of Port St. Lucie Mayor – Patricia Christensen
City of Port St. City Manager – Donald Cooper
City of Port St. City Clerk – Karen Phillips
St. Lucie County Commissioner, District 1 – Joseph E. Smith
St. Lucie County Commissioner, District 2 – Doug Coward
St. Lucie County Commissioner, District 3 – Paula A. Lewis
St. Lucie County Commissioner, District 4 – Charles Grande
St. Lucie County Commissioner, District 5 – Chris Craft
City of Port St. Lucie Councilman, District 1 – Linda Bartz
City of Port St. Lucie Councilman, District 2 – Michelle Berger
City of Port St. Lucie Councilman, District 3 – Christopher Cooper
City of Port St. Lucie Councilman, District 4 – Jack Kelly
City of Port St. Lucie – City Engineer
City of Port St. Lucie – Assistant City Engineer
City of Port St. Lucie – Planning Department-Director
City of Port St. Lucie Police Department – Police Chief
City of Port St. Lucie Vice-Mayor – Jack Kelly
St. Lucie County Administrator
St. Lucie County Engineering Division – County Engineer
St. Lucie County Planning Division – Planning Manager
St. Lucie County Environmental Resources Division – Manager
St. Lucie County Community Development – Director
St. Lucie County MPO – Planning Division
St. Lucie County Chamber of Commerce – President
St. Lucie County Sheriff's Department
St. Lucie County Fire District – Fire Chief
Florida Department of Transportation District IV – District Planning and Environmental Engineer
Florida Department of Transportation – Environmental Management Office
National Marine Fisheries Service – Field office
Port St. Lucie Fire Station 3
Port St. Lucie Fire Station 5
Fire Station 10
Fire Station 12
Fire Station 13

Application for Federal Assistance SF-424		Version 02
*1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		*2. Type of Application <input type="checkbox"/> New <input checked="" type="checkbox"/> Continuation <input checked="" type="checkbox"/> Revision
		* If Revision, select appropriate letter(s) C. Increase Duration *Other (Specify) _____
3. Date Received:		4. Applicant Identifier: 410844-1-A8-1
5a. Federal Entity Identifier:		*5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State:		7. State Application Identifier:
8. APPLICANT INFORMATION:		
*a. Legal Name: Florida Department of Transportation		
*b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6001874		*c. Organizational DUNS:
d. Address:		
*Street 1: 605 Suwannee Street		
Street 2: _____		
*City: Tallahassee		
County: Leon		
*State: FL		
Province: _____		
*Country: USA		
*Zip / Postal Code 32399-0450		
e. Organizational Unit:		
Department Name: Office of Design		Division Name:
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Mr.		*First Name: Gustavo
Middle Name: _____		
*Last Name: Schmidt		
Suffix: P.E.		
Title: District Planning and Environmental Engineer		
Organizational Affiliation: Florida Department of Transportation		
*Telephone Number: 954.777.4629		Fax Number: 954.777.4671
*Email: gus.schmidt@dot.state.fl.us		

Application for Federal Assistance SF-424

Version 02

***9. Type of Applicant 1: Select Applicant Type:**

A.State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*Other (Specify)

***10 Name of Federal Agency:**

United States Department of Transportation

11. Catalog of Federal Domestic Assistance Number:20-205CFDA Title:
_____***12 Funding Opportunity Number:**
_____*Title:
_____**13. Competition Identification Number:**
_____Title:
_____**14. Areas Affected by Project (Cities, Counties, States, etc.):**

St. Lucie County, Florida

***15. Descriptive Title of Applicant's Project:**

410844-1-A8-1

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

*a. Applicant:

*b. Program/Project: FL-016

17. Proposed Project:

*a. Start Date: 3/3/03

*b. End Date: 9/20/18

18. Estimated Funding (\$):

*a. Federal	\$37,000,000
*b. Applicant	
*c. State	
*d. Local	\$83,000,000
*e. Other	
*f. Program Income	
*g. TOTAL	\$120,000,000

*19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- ☒ a. This application was made available to the State under the Executive Order 12372 Process for review on 6/13/08
☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
☐ c. Program is not covered by E. O. 12372

*20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions

Authorized Representative:

Prefix: Mr. *First Name: Gustavo
Middle Name: _____
*Last Name: Schmidt
Suffix: P.E.

*Title: District Planning and Environmental Engineer

*Telephone Number: 954.777.4629

Fax Number: 954.777.4671

* Email: gus.schmidt@dot.state.fl.us

*Signature of Authorized Representative: 

*Date Signed: 6/25/08

Authorized for Local Reproduction

Standard Form 424 (Revised 10/2005)

Prescribed by OMB Circular A-102

Application for Federal Assistance SF-424

Version 02

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

Track Clearinghouse Projects Report

#8247 Third East-West River Crossing(Crosstown Parkway Extension)

District	District 4	Phase	Programming Screen
County	St. Lucie County	From	Crosstown Pkwy and Manth Lane
Planning Organization	FDOT District 4	To	U.S. 1
Plan ID	4108441	Financial Management No.	
Federal Involvement	Federal Permit Federal Action Federal Funding		
Contact Name / Phone	Beatriz Caicedo-Maddison (954) 777-4336	Contact Email	beatriz.caicedo@dot.state.fl.us

Program Information

Category: Federal Permit Federal Action Federal Funding

CFDA Number: 20.205

Department: Department of Transportation

Agency: Federal Highway Administration

Title: Highway Planning and Construction Grant Program

Project Description: This project has had an Advanced Notification which was sent on June 11, 2003. A Project Development and Environment study is currently in progress. Reference Financial Project Number: 410844-1 and Federal Aid Project Number: 777 087 A.

The project evaluates the need to extend the Crosstown Parkway from Manth Lane to U.S. 1 and to provide an additional bridge crossing the North Fork of the St. Lucie River (NFSLR) in the City of Port St. Lucie. The project is located west of US 1, east of Manth Lane, and between Prima Vista Boulevard and Port St. Lucie Boulevard.

Four corridors and a no-build option have been identified for evaluation. Consideration of ongoing projects within the project study area includes: the Crosstown Parkway improvements to Range Line Road, and the four laning of Floresta Drive, both under development by the City of Port St. Lucie.

The available Right-of-Way within the project area includes a 60 foot wide section owned by the City along West Virginia Drive, or a 60 foot wide section owned by the City along Walters Terrace. Both Right-of-ways extend from Manth Lane and the NFSLR.

A description of each corridor is provided below:

Corridor Alternative 1(1C) - West Virginia Drive / Village Green Drive

This proposed alternative begins at Crosstown Parkway and Manth Lane; extends along existing West Virginia Drive; crosses the NFSLR; and connects to U.S. 1 at Village Green Drive. Corridor Alternative 1(1C) is the most direct extension of the Crosstown Parkway to U.S. 1 and has been shown on the City's Comprehensive Plan since 1980. Additionally, this was the preferred alternative selected during the 1990 Study and continues to maintain the highest support from the residents of the City. See Figure 1.

Design Concepts: This alignment is approximately 2 miles long and requires a bridge structure

2,860 feet long. The typical sections proposed for Corridor Alternative 1(1C) consist of a six-lane suburban section west of the river, a six-lane bridge structure and a six-lane urban section to connect to U.S. 1 at Village Green Drive. Intersection improvements will be required at Floresta Drive and U.S. 1.

Corridor Alternative 2(2A) - Walters Terrace / Midport Road

This corridor alternative proposes the direct connection of Crosstown Parkway to Walters Terrace. The alternative begins at the Crosstown Parkway and Manth Lane. It proposes an S-curve to cut south through the residential neighborhood, turning east to follow along Walters Terrace, crosses the river and connects to

Midport Road which continues eastward to connect to U.S. 1. See Figure 2.

Design Concepts: This corridor alternative is approximately 2.2 miles long and requires a bridge structure 2,230 feet long. The typical sections proposed for Corridor Alternative 2(2A) consist of a six-lane suburban section west of the river, a six-lane bridge structure and a six-lane urban section east of the river to connect to Midport Road. Midport Road is realigned to provide a T-intersection with the proposed alternative. Midport Road from the new intersection to U.S. 1 is widened from four to six-lanes. Intersection improvements will be required at Floresta Drive,

Midport Road, and U.S. 1.

Corridor Alternative 3(2D) - Walters Terrace / Midport Road (via West Virginia Drive and Floresta Dr.) Please note: this is in the process of being discarded.

This corridor alternative proposes the connection of Crosstown Parkway and Manth Lane to Walters Terrace via West Virginia Drive and Floresta Drive. The corridor alternative begins at the Crosstown Parkway/Manth Lane intersection, continues east along West Virginia Drive, then south along Floresta Drive, turns east along Walters Terrace, crosses the NFSLR and connects to Midport Road which continues eastward to connect to U.S. 1. See Figure 3.

Design Concepts: This corridor alternative is approximately 2.7 miles long and requires a bridge structure 2,230 feet long. The typical sections proposed for this corridor alternative consist of: a six-lane suburban section along West Virginia Drive, Floresta Drive, and Walters Terrace; and a six-lane bridge structure. East of the river is proposed as a six-lane urban section to U.S. 1.

Midport Road is realigned to provide a T-intersection with the proposed alternative. Intersection improvements will be required at Floresta Drive, Walters Terrace, Midport Road, and U.S. 1.

Corridor Alternative 4(6A) - North La Buona Vita / Savanna Club Boulevard

The proposed corridor alternative begins at Crosstown Parkway and Manth Lane, following West Virginia Drive and after crossing Floresta Drive turns north, cutting across the existing neighborhood and roadway network, turns east to cross the NFSLR, and connects to U.S. 1 at Savanna Club Boulevard. This alignment is explored as a potential alternative to avoid/minimize impacts to State-owned lands. See Figure 4.

Design Concepts: This corridor alternative is approximately 2.1 miles long and requires a bridge structure 2,100 feet long. The typical sections proposed for this corridor alternative consist of a six-lane suburban section west of the river, a six-lane bridge structure and a six-lane urban section with to connect to U.S. 1 at Savanna Club Boulevard. Intersection improvements will be required at Floresta Drive and U.S. 1.

NEW CORRIDORS

ALT # 5 (6B): This corridor begins at Manth Lane and the Crosstown Parkway and travels northeast along West Virginia Drive to its intersection with Floresta Drive. From there it continues in a northeasterly direction cutting through the neighborhood to the western edge of the aquatic preserve. It continues across the preserve and Savannas Preserve State Park to the western edge of the NFSLR, and then bends east traversing between the southern boundary of La Buona Vita Village and the northern boundary of Liberty Medical, to its eventual terminus with US-1 (creating a new three legged intersection).

ALT # 6 (1F): This corridor begins at Manth Lane and the Crosstown Parkway and travels northeast along West Virginia Drive to its intersection with Floresta Drive. From there it continues eastward along West Virginia Drive to the western edge of the aquatic preserve. At

that point it bends northeasterly across the preserve and Savannas Preserve State Park, crosses the NFSLR, and connects up with ALT # 5 east of the NFSLR traversing between the southern boundary of La Buona Vita Village and the northern boundary of Liberty Medical, to its eventual terminus with US-1 (creating a new three legged intersection).

Review Type:

Consistency

**Routing /
Consistency**

Date Received: 06/30/2008
 Routed: 06/30/2008
 Comment Due: 08/14/2008
 Letter Due: 08/29/2008
 Extension Requested:
 Revision Due 1:
 Revision Due 2:
 Consistency Notes:
 No Notes Recorded

**Applicant
Information:**

Applicant: FDOT District 4
 Name: Beatriz Caicedo-Maddison
 Address: 3400 West Commercial Boulevard
 City: Ft. Lauderdale
 State: FL
 Zip: 33309
 Phone: (954) 777-4336
 Email: beatriz.caicedo@dot.state.fl.us

Type:

State Agency

Funding:

Segment	Funding Source	Amount
Alternative 1		
Segment #1	FEDERAL City of Port St. Lucie	
Segment #2	FEDERAL City of Port St. Lucie	
Segment #3	City of Port St. Lucie FEDERAL	
Segment #4	FEDERAL City of Port St. Lucie	
Segment #5	City of Port St. Lucie FEDERAL	
Segment #6	FEDERAL City of Port St. Lucie	

Alternative 2		
Segment #1	FEDERAL City of Port St. Lucie	
Segment #2	FEDERAL City of Port St. Lucie	
Segment #3	City of Port St. Lucie FEDERAL	
Segment #4	FEDERAL City of Port St. Lucie	
Segment #5	City of Port St. Lucie FEDERAL	
Segment #6	FEDERAL City of Port St. Lucie	
Alternative 3		
Segment #1	FEDERAL City of Port St. Lucie	
Segment #2	FEDERAL City of Port St. Lucie	
Segment #3	City of Port St. Lucie FEDERAL	
Segment #4	FEDERAL City of Port St. Lucie	
Segment #5	City of Port St. Lucie FEDERAL	
Segment #6	FEDERAL City of Port St. Lucie	
Alternative 4		
Segment #1	FEDERAL City of Port St. Lucie	
Segment #2	FEDERAL City of Port St. Lucie	
Segment #3	City of Port St. Lucie FEDERAL	
Segment #4	FEDERAL City of Port St. Lucie	
Segment #5	City of Port St. Lucie FEDERAL	
Segment #6	FEDERAL City of Port St. Lucie	
Alternative 5		
Segment #1	FEDERAL City of Port St. Lucie	
Segment #2	FEDERAL City of Port St.	

	Lucie	
Segment #3	City of Port St. Lucie FEDERAL	
Segment #4	FEDERAL City of Port St. Lucie	
Segment #5	City of Port St. Lucie FEDERAL	
Segment #6	FEDERAL City of Port St. Lucie	
Alternative 6		
Segment #1	FEDERAL City of Port St. Lucie	
Segment #2	FEDERAL City of Port St. Lucie	
Segment #3	City of Port St. Lucie FEDERAL	
Segment #4	FEDERAL City of Port St. Lucie	
Segment #5	City of Port St. Lucie FEDERAL	
Segment #6	FEDERAL City of Port St. Lucie	

Federal Consistency Definitions

Finding	Definition
Consistent	Based on the information contained in the Advance Notification and comments submitted by the reviewing agencies, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program. State agency comments should be considered in developing the preliminary project design. For projects subject to coastal management consistency review that advance to the work program, the final review of the project's consistency with the Florida Coastal Management Program will be conducted during the environmental permitting review.
Consistent, With Comments	Although the final alignment and design details have not yet been determined, at this time the State of Florida has no objections to the project concept described in the Advance Notification and no objections to the allocation of federal funds for the necessary planning, preliminary design and environmental evaluation activities. Therefore, the funding award is consistent with the Florida Coastal Management Program. Specific comments and recommendations concerning the project concept have been submitted to the project sponsor through the Efficient Transportation Decision Making (ETDM) process. Specific objections to the project, if any, that have been identified during ETDM will be resolved through the ETDM conflict resolution (Part IV, AOA) process prior to the project advancing in the FDOT Five-Year Work Program for any purpose other than technical studies and preliminary design to resolve the objections. For projects subject to coastal management consistency review that advance to final design, right-of-way acquisition or construction, the

	final review of the project's consistency with the Florida Coastal Management Program will be conducted during the environmental permitting review.
Inconsistent	The project has been determined to be inconsistent with the Florida Coastal Management Program. Unless the objections are addressed and the project determined to be consistent, the project shall not proceed further in the programming and PD&E phases.

Federal Consistency Determination:

Federal Consistency:
Consistent, With Comments
Comments:
Based on the information contained in the EST and state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by our reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Federal Consistency Reviews:

Agency	Finding	Review Date
FL Department of Community Affairs	Consistent, With Comments	8/5/2008
No federal consistency review comments were found.		

Agency	Finding	Review Date
FL Department of Environmental Protection	Consistent, With Comments	8/14/2008
See ETDM Comments Provided Previously.		

Agency	Finding	Review Date
FL Department of State	Consistent, With Comments	8/14/2008
Please see our agency's comments in the Environmental Screening Tool.		

Agency	Finding	Review Date
FL Fish and Wildlife Conservation Commission	Consistent, With Comments	8/5/2008
<p>The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated a second agency review of ETDM #8247 in St. Lucie County and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.</p> <p>This Florida Department of Transportation (FDOT) District 4 project evaluates the need to extend the Crosstown Parkway from Manth Lane to US 1 in St. Lucie County, and provide an</p>		

additional bridge crossing over the North Fork of the St. Lucie River. Available Right-of-way (ROW) within the project area includes a 60-foot-wide section owned by the City of Port St. Lucie along West Virginia Drive, or a 60-foot-wide segment also owned by the City along Walters Terrace. Both of these Right-of-ways extend from Manth Lane across the North Fork of the St. Lucie River. A total of four corridors consisting of Alternatives 1 through 4 and a No-Build option were originally identified for evaluation, and were reviewed by our agency through the ETDM Process during September 2006. Our original comments on Alternatives 1 through 4 remain applicable, and we respectfully request that they remain part of the public record on this project. In this new submission, FDOT has re-submitted Alternative Corridors 5 and 6, which were previously evaluated and rejected. The reconsideration of these Alternatives by FDOT was at the request of the Federal Highway Administration, due to requirements of the National Environmental Policy Act (NEPA) associated with the ongoing process to accomplish an Environmental Impact Statement (EIS) on this project.

Due to the presence of a significant quantity and quality of upland and wetlands habitat, including the floodplain of the North Fork of the St. Lucie River and the Aquatic Preserve, which will be crossed by all six Alternatives, there is no clear preferred Corridor Alternative from a resource standpoint based on our evaluation. We also recommend the following measures be included in the PD&E Study for determining methods to avoid, minimize, and mitigate project effects to listed species and important habitat systems:

1. A vegetative cover map and accounting by acreage for each plant community type should be made for the affected project area. Compensatory mitigation for all upland and wetlands habitat loss should be required. If wetlands are mitigated under the provisions of Chapter 373.4137 F.S., the proposed mitigation sites should be located within the immediate or same regional area, functionally equivalent, equal to or of higher functional value, and as or more productive as the habitat affected by the project. Upland mitigation sites should also adhere to the same test of quality, productivity, and functionality.
2. Surveys for listed species should be performed within and adjacent to the ROW and proposed sites for DRAs during the PD&E Study. The methodology for these surveys should be coordinated with FWC and follow appropriate survey techniques or guidelines to determine presence, absence or probability of occurrence of various species, and to assess habitat quality. These study methods should be designed considering the potential listed species discussed above.
3. The PD&E study should include an in-depth assessment of project effects on listed and rare wildlife species. These studies should address the effects from the loss, fragmentation and isolation of habitat; potential for reduced dispersal; and long-term effects of expanded roadkills since the expanded ROW could result in a population sink due to mortality from increased roadkills. Mammals, amphibians, and reptiles should be considered in the study design. The goal of the mitigation plan should be a landscape-level effort which focuses on providing long-term protection of the quality and functionality of the interconnected habitat systems of the North Fork of the St. Lucie River, the Aquatic Preserve, and surrounding public lands.
4. Based on the survey results, a plan should be developed to address direct, secondary, and cumulative effects of the project on fish, wildlife, and habitat resources, including listed species. Avoidance, minimization, and mitigation measures, including compensatory replacement for both upland and wetlands habitat loss, should also be addressed. Land acquisition and restoration of appropriate tracts adjacent to existing public lands such as the Savannas Preserve State Park, or tracts placed under conservation easement located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas, would be biologically appropriate and supported by FWC.
5. The PD&E Study should also include an investigation of the design, cost, and construction techniques for complete bridging of the North Fork of the St. Lucie River and floodplain wetlands in addition to the outer upland transition area of the floodplain. This would result in maintaining natural and appropriate hydrological and floodplain functioning, and minimize wetlands fill to conserve habitat. This type of bridge design would also provide for habitat connectivity and reduce potential roadkills for characteristic wildlife species such as whitetail deer, bobcat, river otter, and other upland, transitional, and aquatic species that now use the wetlands and riparian systems within the project area. The bridge should also be designed

and constructed at a height which permits sunlight under the structure to support the growth of floodplain and aquatic vegetation to maintain productivity. In addition, properly designed fencing along the roadway which considers proper mesh size can also serve to exclude animals from the roadway and reduce roadkills for many wildlife species.

6. The EIS should address protection measures for manatees and juvenile sea turtles that may be required by our agency for a new bridge over the North Fork of the St. Lucie River. Since no information was provided in terms of seasonality of bridge construction, the length or duration of project work, or the type of dredging to be utilized, it would be premature for us to recommend specific avoidance and minimization measures for the manatee at this time. However, possible manatee protection measures which may be required by our agency could include Standard Manatee Conditions for In-Water Work, restrictions on blasting, monitoring of turbidity barriers, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. If blasting is to be considered as a method of demolition, please be aware that in the area of the project, it could be important to perform the blasting during specific times of the year, if possible. In addition, an extensive blast plan and marine species watch plan will need to be developed and submitted to FWC for approval as early in the process as possible. Further coordination with our agency will be necessary in order to determine site-specific measures for this project. For technical assistance and coordination on manatees, please contact Ms. Mary Duncan and Robbin Trindell in our Imperiled Species Management Section in Tallahassee at (850) 922-4330 during the early phase of preparation of the EIS during the PD&E Study.

7. Habitat effects in both uplands and wetlands should be avoided where possible by interchangeably designing the road expansion, or new segments, along and through those ROW areas where less habitat resources occur. In addition, using the median and roadside swales for treating roadside runoff would reduce the need for some off-site DRAs, and assist in reducing habitat loss.

8. Construction equipment staging areas; storage of oils, greases, and fuel; fill and roadbed material; and vehicle maintenance activities should be sited in previously disturbed areas far removed from streams, wetlands, or surface water bodies to reduce habitat loss and protect streams, lakes, and wetlands. Staging areas, along with borrow areas for fill, should also be surveyed for listed species.

Agency	Finding	Review Date
South Florida Water Management District	Consistent, With Comments	8/14/2008
<p>After review of the documentation submitted, the SFWMD offers the following comments:</p> <p>General Comments</p> <p>(1) The proposed roadway improvements will require an Environmental Resource Permit, pursuant to Rules 40E-1, 40E-4, 40E-40, 40E-41, and 40E-400, F.A.C.</p> <p>(2) The proposed roadway improvements must meet the SFWMD's water quality and water quantity criteria as specified in the Basis of Review for Environmental Resource Permit Applications, at the time of application for permit.</p> <p>(3) The wetlands within the potential alignment area are of high quality and are within and adjacent to the North Fork of the St. Lucie River Aquatic Preserve. The District and other agencies have committed resources to preserve and restore the North Fork and the associated flood plain as part of the Comprehensive Everglades Restoration Plan. Additionally, all of the alignments will cross state-owned sovereign submerged lands. Therefore, wetland impacts due to location, design, and construction techniques should be minimized. Please note that information documenting that any proposed wetland impacts are unavoidable will be required at the time of permit application, as well as information on the alternatives considered to reduce the proposed impacts. Mitigation will be required for any unavoidable wetland impacts.</p>		

(4) The City/FDOT should coordinate with the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission regarding potential Impacts to listed species.

(5) A Water Use Permit may be required for any dewatering activities associated with the proposed roadway improvements, pursuant to Rule 40E-2, F.A.C. Please contact the SFWMDs Water Use Division at (800) 547-2694, prior to the initiation of any dewatering activities and subsequent to the completion of the Contamination Screening Evaluation Report, to schedule a pre-application conference to discuss the details of the proposed dewatering activities. Please note that, if the proposed roadway improvements include dewatering activities within contamination areas or if the dewatering activities have the potential to result in the induced movement of the contamination plume, a pre-application meeting involving SFWMD Water Use staff and the appropriate staff from the Florida Department of Environmental Protection should be scheduled to discuss management of dewatering effluent, including the design of appropriate containment/treatment methods.

(6) A Water Use Permit will be required for any ground or surface water withdrawals for landscape irrigation, pursuant to Rules 40E-2 and 40E-20, F.A.C.

Project Specific Comments

(7) The proposed bridge should be designed to direct all storm water runoff through the surface water management system. Please be advised that the use of scuppers and water quality mitigation are not acceptable alternatives.

(8) Since the proposed project will discharge directly into an Outstanding Florida Water/Aquatic Preserve, the proposed surface water management system design will need to include reasonable anti-degradation assurances. Typically, this is accomplished by providing 150% of the standard water quality treatment.

(9) If the proposed project is greater than 40% impervious, the surface water management system will need to provide at least 1/2-inch of dry detention or retention pre-treatment.

(10) Since a portion of the proposed project will be located within the 100-year flood plain for the North Fork of the St. Lucie River, the post-development scenario must provide equal or greater compensating flood storage than the pre-development scenario.

(11) Many of the wetlands within the potential alignment area are of high quality and are preserved within and adjacent to the North Fork of the St. Lucie River Aquatic Preserve. Direct fill impacts to wetlands as a result of bridge approaches, water management system infrastructure, pilings, shading, etc, are anticipated as a result of this project, for all alignments. The value of adjacent wetlands to wildlife will likely also be adversely affected. Therefore the degree of effect on wetlands and wildlife for all of the proposed alignments is considered Substantial by this agency. Adverse impacts to the functions of these high-quality wetlands should be eliminated or reduced through alignment alternatives, construction methodologies and engineering design. Based on the available information, Alternative #5 appears to have the least amount of wetland impacts and avoids impacts to the State Park trails at Halpatiokee. However, impacts to regionally rare, unique and/or the highest quality habitat types should be avoided, therefore, it is not possible to recommend one corridor over another at this time. The permit application should contain a thorough analysis of reduction and elimination of wetland impacts, including the rationale for selecting the preferred alignment and rejecting alternative options.

(12) Once elimination and reduction of impacts has been achieved, Impacts to wetlands within and immediately adjacent to the North Fork should be mitigated within the North Fork system, through coordination with staff of the Florida Department of Environmental Protection - Office of Coastal Aquatic Managed Areas, St. Lucie County, and the SFWMD. Staff recommends early coordination to identify mitigation options, such as the purchase and restoration of

oxbows within the North Fork system and/or mitigation options associated with Platts Creek or Ten-Mile Creek.

(13) Lands within the Aquatic Preserve /State Park that will be utilized for this project will require a land swap with the Board of Trustees of the Internal Improvement Trust Fund in addition to a public easement over the sovereign submerged lands pursuant to Ch. 18-21, F.A.C. The time-frame for completing this project should reflect the necessary time for consideration by the Board of Trustees (i.e., the Governor and Cabinet).

(14) Bridging of the North Fork should be designed in such a way as to avoid filling of the floodplain. In addition, an upland corridor/buffer adjacent to the floodplain should be preserved.

(15) An estimation of the functional value of wetland impacts and the quantity of mitigation needed to offset the proposed impacts will be determined pursuant to Chapter 62-345, F.A.C. (UMAM).

The following agencies are required to review federal consistency, but no federal consistency finding has been received for the selected screening event:

- FL Department of Agriculture and Consumer Services

**Advance Notification
/ Federal
Consistency
Comments:**

Agency	Comment Date
South Florida Water Management District	8/14/2008
After review of the documentation submitted, the SFWMD offers the following comments:	
General Comments	
(1) The proposed roadway improvements will require an Environmental Resource Permit, pursuant to Rules 40E-1, 40E-4, 40E-40, 40E-41, and 40E-400, F.A.C.	
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preserved.

(15) An estimation of the functional value of wetland impacts and the quantity of mitigation needed to offset the proposed impacts will be determined pursuant to Chapter 62-345, F.A.C. (UMAM).

The following agencies were invited to review the AN for consistency, but no general AN comment has been received for the selected screening event:

- FL Department of Agriculture and Consumer Services
- FL Department of Community Affairs
- FL Department of Environmental Protection
- FL Department of State
- FL Fish and Wildlife Conservation Commission
- Governor's Office of Policy and Budget
- Treasure Coast Regional Planning Council

Date Closed:

08/29/2008